

**MCAC Policy Points**  
**(from MCAC policy discussion held on Monday, March 24, 2008)**

The Minority Citizens Advisory Committee (MCAC) recommends the following policy points to be used as a filter for the investment decisions surrounding Transportation 2035, the San Francisco Bay Area's long-range transportation plan.

1. **Public Transit Schedule Information:** Prioritize at the regional level current and accurate schedule information for transit riders. Technology is moving forward that will allow information to be disseminated in efficient ways, and the region should take advantage of that technology. Print material, while potentially helpful, quickly becomes dated. A real-time system or network that can disseminate information in a ubiquitously accessible manner (possibly through the use of cell phones), is critical to all who use transit, many of whom are residents in the Bay Area's communities of concern. *(Based on Policy Point #4)*
2. **Universal Transit Fare Structure** – Create a universal transit fare structure for the Bay Area that includes the following items:
  - a) a standardized means-based fare focused on income level and ability to pay;
  - b) seamless integration of TransLink® cards with other EBT (electronic benefit transfer) systems;
  - c) regional transfer policy for transit operators across the region;
  - d) regional definitions and standardization of age thresholds for senior and youth fares. *(Based on Policy Point #28)*
3. **Access to Transit** – In making investment decisions on public transportation projects, MTC should give priority to those projects that will close identifiable gaps in the transit system, such as those cited in the Lifeline program report. Communities of concern are reliant on transit for access to basic, everyday services, and improving access to mobility for transit dependent residents should be a regional priority. *(Based on Policy Point #19)*

*(Note: At the March 24 meeting, the committee asked MTC Planner Raymond Kan to create some wording regarding coordination of the regional transportation plan with the local transit operator's short range transit plans. Below is that wording, which is being included as an additional sentence to the access to transit policy point.)*

To improve overall transit service planning, strategies identified in Community-Based Transportation Plans (coordinated by CMAs) should be coordinated with transit operator's Short Range Transit Plans.

4. **Transit Security** – Create a regional program to enhance safety and security for transit systems, including a variety of security strategies for riders/passengers and transit personnel at stations, stops and on-board transit vehicles. *(Based on Policy Point #26)*

5. **Transit-Oriented Development** – MTC should adopt a TOD policy related to accessibility AND affordability. Because virtually every planned TOD is located within a community of concern, TOD projects using MTC discretionary dollars should be prioritized on the basis of their minimization of displacement and their potential for new businesses and opportunities within the community. An evaluation of the impact on the community should be done for each TOD, and negative impacts should be mitigated. In addition, at least 25% of proposed TODs in communities of concern should be affordable housing.
6. **High-Occupancy Toll (HOT) Funds** – MTC should adopt a policy related to the use of funds collected from HOT lanes. More discussion needs to occur as to what this policy should contain. One suggestion was to look at communities of concern with higher car usage than other communities of concern and reinvest funds into those communities (since they would be most likely to either reduce use of their car or incur higher cost to use their car due to negative HOT lane impacts).